STOCKS AND BONDS United States Steel pfd 104 5-8 Virginia-Carolina Chemical 32 Virginia-Carolina Chem. pfd ... 105 1-2

Money Market Rates go up to 7 Per Cent.

BROKERS PAY BIG FOR LOAN:

When the Rate Went Above the Ex pected Figure Stocks Were Thrown CHICAGO, Sept. 29.—Continued clear weather in the northwest was a reason for lower prices today in the on the Market-Close is Strong Despite the Duliness, livery closed 7-8@1 cent down. Corn is off 7-8 cent. Oats show a loss of 1-4@2-8 cent. Provisions are down shade to 10 cents.

(By Associated Press.)

(By Associated Press.)
'NEW YORK, Sept. 29.—Today's stock market showed resistance to the squeeze in the money market. As loans made at the stock exchange on Friday carry over until Mondey, this was practically the last day of the month for stock exchange borrowers and consequently marking up day previou s to the quarterly settlemen of October 1.

The heavy special requirements at this time, in addition to the ordinary demand of the quarterly settlements have been so well understod, that the stock exchange community was pre-pared to see a 6 per cent, rate for call money today. When the rate went went above that almost immediately after the opening the market faltered slightly and there came a light spilling out of stocks which carried the price level comprehensively below last night.

The money rate showed a tendency to settle at about 6 per cent. A belated flurry sen t it to 7 per cent.

The market closed strong in spite of the dullness. Bonds were irregular.

Total sales, par value, \$2,746,000. United States bonds were all unchang-

Flour, easy; No. 2 spring wheat, 8 @88; No. 3, 81 1-2@84; No. 2 red 84 3-8@85 1-4; No. 2 corn, 51 3-4@52 ed on call.

Total sales of stocks, 520,600 shares American Locomotive American Locomotive pfd..... American Smelt. & Rfg. 127 American Smelt. & Rfg. pfd. . . . 121 1-8

Atlantic Coast Line

Brooklyn Rapid Transit 72 1.8

Colorado & Southern ... 28 1-8
Colorado & Southern 1st pfd ... 61
Colorado & Southern 2nd pfd ... 43 3-4
Consolidated Gas ... 183
Corn Products ... 12.4

Corn Products pfd 50

Corn Products pfd 50

Delaware & Hudson 216

Delaware, Lacka, & West 456

Erie 1st pfd

Metropolitan St. Ry.

Mexican Central

Minneapolis & St. Louis

Minn, St. P. & St. Ste. M.

Minn., St. P. & St. Ste. M.

Missouri Pacific

Missouri Pacific

Missouri, Kansas & Texas

Kansas City Southern 26 1-2
Kansas City Southern pfd 55
Louisville & Nashville 154 7-8
Manhattan L 165
Metropolitan Securities 80 1-2

Missouri, Kansas & Texas pfd. 69 1-2

Corn Products

International Pump International Pump pfd . New York Cotton Market.

Sloss-Sheffield Steel

Sept. 85 1-8 Dec. 85 5-8

Articles. Wheat No. 2.-

May

May

Mess Pork, per bl Oct. 1450 Jan. 1247

Lard, per 100 ths

Nov. Jan.

Corn No. 2

Chicago Grain Market.

The leading futures ranged as fol

Corn No. 2.—

Sept., old... 51 @3-8 51 3-8

Sept., new... 51 @3-8 51 3-8

Dec., old... 45 3-4 45

Dec., new... 44 3-4@7-8

May 44 3-8@1-2 43 1-2@5
Oats No. 2.—

Soul 97 1-3

.1247 1-2

685

Short Ribs, per 100 1bs.— Oct. 850 Jan. 655

Sept. 27 1-2 Dec. 28 3-8@1-2

... 87 1-4@3-8 86 3-8

28 3-8@1-2 28 1-8@1-30 3-8@1-2 30 1-4 r bbl.— 27 5-8

1460

1242

682

The December de

American Smelt. & Rfg. 127
American Smelt. & Rfg. pfd. 121 1-8
American Smelt. & Rfg. pfd. 121 1-8
American Sugar Refining ... 139 1-8
American Tobacco, pfd. certif. 101 1-2
Anaconda Mining Co. 124
Atchison ... 129
Atchison ... 129
Atchison pfd ... 120
Atchison pfd ... 120
Attantic Coast Line ... 164 1-2
Atlantic Coast Line ... 164 1-2
Atlantic Coast Line ... 164 1-2

New York Money Market. New York Money Market.
NEW YORK, Sept. 29.—Money on call in strong demand at higher rates,
5 3-4@7 per cent.; closing bid and offered, 6 1-4; time loans, firmer; sixty days, ninety days and six months, 4 1-2 days, ninety days and six months, 4 1.2 per cent.; prime mercantile paper, 4 1.2 @5; sterling exchange, weak with actual business in bankers bills at 485.25@485.30 for demand and at 482.30@482.35 for sixty day bills; posted rates, 483 1.2 and 486 1.2; commercial bills, 482 1.8@482 1.4; bar silver, 60 7.8; Mexican dollars, 45.

BALTIMORE, MD., Sept. 29.—Flour

Steady, unchanged.

Wheat—Quiet and lower; spot contract, \$2 1-2@3-4; No. 2 red Western, \$4; Southern by sample, 68@80.

Corn—Steady at decline; spot, 58 1-4 @1-2; Southern white corn, 57@60.
Butter—Steady, unchanged; fancy imitation, 19@20; creamery, 22@1-2; ladle, 18@19; store packed, 15@16.

When Morris had the Haymarke theater Jerrold had occasion one day to find fault with the strength, or rather, the want of strength, of company. Morris expostulated and said: "Wby, there is V. He was bred on these boards!" "He looks as though he had been cut out of them, replied Jerrold.

Preparing For the Wedding

"I suppose," said the facetious stran ger, watching a workman spread a "that's the highroad to heaven you're fixing there."
"No," replied the man; "this is mere

ly a bridal path."-Philadelphia Press.

A Real English Joke. Leopards, it is stated, are becoming unpleasantly numerous in the neighborhood of Simia. Two of them re cently lay in wait for the mail cart but fortunately they were spotted.-London Punch.

Winners In Life.

New York Central 149 1-2
N. Y., Ontario & Western 55
Norfolk & Western 85 1-2
Norfolk & Western 97
North American 98
Pacific Mail 44 3-4
Pennsylvania 143 5-8
People's Gas 103 1-2
Pittsburg, C., C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pittsburg, C. C. & St. Louis 81
Pressed Steel Car 97
Pullman Palace Car 250
Reading 122 3-4
Reading 1st pfd 93
Reading 2nd pfd 100 1-4
Republic Steel 23 3-8
Republic Steel pfd 93
Republic Steel 79
Rock Island Co. 33 1-4
Rock Island Co. 97
Rock Island Co. 33 1-4
Rock Island Co. 97
Rubber Goods 102
St. Louis & Southwestern 23 3-1
St. Louis Southwestern fd 61 3-4
Southern Pacific pfd 197
Research The people who win their way into are not usually the most brilliant and are not usually the most brilliant and gifted, but those who have sympathy, patience, self forgetfulness and that indefinable faculty of eliciting the bet-ter nature of others. We have many friends who are more beautiful and gifted, but there is not one of them whose companionship we enjoy better woman who never makes a witty or profound remark, but whose simple quality of human goodness makes up for every other deficiency.

Its Charms

Fair Visitor—So you have really de-cided not to sell your house? Fair Host—Yes, You see, we placed the matter in the hands of a real estate Tennessee Coal & Iron 86 1-2
Texas & Pacific 35 1-2
Toledo, St. Louis & West 37 3-4
Toledo, St. Louis & West pfd 58 1-2
Union Pacific 132 1-2
Union Pacific 132 1-2
Union Pacific 132 1-2
United States Realty 86
United States Realty 86
United States Rubber 54 3-4
United States Rubber 35 4 3-4
United States Rubber 37 3-4
United States Rubber 37 3-4
United States Steel 37 3-4 agent. After rending his lovely adver-tisement of our property neither John

IN COLONIAL DAYS.

 Virginia-Carolina Chem. pfd
 105
 1-2

 Wabash
 23
 1-4

 Wabash pfd
 42
 42

 Wells-Fargo Express
 235

 Westinghouse Electric
 169
 1-2

 Western Union
 93
 3-8

 Wheeling & Lake Erie
 17
 1-2

 Wisconsin Central
 30
 4

 Wisconsin Central pfd
 59
 1-4

 Northern Pacific
 211
 21

 Central Leather
 43
 3-4

 Central Leather pfd
 103
 3-4

 Sloss-Sheffield Steel
 68
 7-8
 The First Iron Mines and Flour Mills In Virginia. In 1619 the London company, the

proprietors of the colony of Virginia, sont over a Mr. King and 150 skilled frouworkers to creet furnaces on Fell ing creek. These men came chiefly from Warwickshire and Staffordshire and when once in Virginia named the village that grew up about their iron works Warwick.

Mr. King soon dropped out of the enterprise, and a Captain Bluett superintended the erection of the works. But his career was a short one, after which John Berkeley, son of Sir John Berkeley. which John Berkeley, son of Sir John Berkeley, a nobleman of much distinction, succeeded to the superintendency of the establishment and conducted it ably until one day—March 22, 1622—the Indians, under Opitchapan, a brother of Powlatan, surprised the village and murdered Berkeley and 150 mea and waynes.

150 men and women.

In 1700 mills were Suilt upon the rulus of the iron furnace. In those milis was ground the first flour exported from America, much of it going to South America. From that time on Warwick grew rapidly until it became an important manufacturing and shipping village, as it was at the head of navigation.

Shortly before the outbreak of th Revolutionary war Colonel Archibald Cary acquired possession of the vast estate known as Ampthill, that lay on the James river and inland along on the James river and inland along Falling creek for a distance. The es-tate was named after one in England.

tate was named after one in England.

Colonel Cary was chairman of the
committee that drafted the first bill
of rights and state constitution in
America, that of Virginia. When the war broke out he took an active part in the military operations of his country in the south.

Tarleton, the British general, sailed up the James river and burned Warwick and Colonel Cary's mills on Fall

ing creek.
The old Ampthill house occupied by Colonel Cary at the time is still stand-ing, and the present owners are de-scendants of the Cary family.—Scientific American.

A LOST TREASURE.

The Funny Old Circus Clown of the Days That Are Gone,

I feel kind of sorry for the poor little young ones that grow up and never know what a clown is like. Oh, yes. they have them today after a fashion. They stub their toes and fall down the same as ever, but there is a whole mob of them, and you can't take the interest in them that you could in the one, the only, the inlinitable clown there used to be, a character of such importance that he got his name on the bills

The ringmaster was a kind of stuck up fellow, very important in his own estimation, but he didn't have a spark of humor—not a spark. And he'd be swelling around there, all so grand, and the clown, just to take him down a peg or two, would ask him a conun drum. And do you think he could ever guess one? Never. Not a one. And when the clown would tell him what the answer was he'd be so vexed at himself that he'd try to take it out on the poor clown and cut him with his

Yes, sir: there are heads of families today, I'll bet you, that have grown up without ever having heard a clown sing a comic song and ask the audience to join in the chorus. And if you say to such people, "Here we are again, Mr. Merryman," or "Bring on another horse," or "What will the little lady have now? The banners, my lord?" they look at you so funny. They don't they look at you so funny. to join in the chorus. And if you say to know what you mean, and they don't know whether to get huffy or not

Well, I suppose it had to be that the funny old clown, with all his songs and quips and conundrums and comical remarka, should disappear. Perhaps he didn't pay.—Eugene Wood in Me-

A Stone With a History

A stone with a remarkable history is kept at the British naval offices in Portsmouth. In the fifties of the last century it saved a vessel of the queen's The frigate Pique ran ashore on the Japanese coast, but was refloated in what was thought to be an undam aged condition. It proceeded to Portsmouth and was docked, when it was that the stone had imbedded itself firmly in the planks of the ship's bottom. The stone prevented lenkage, and had it dropped from its position during the homeward run there is little doubt that the Pique would have been

In a Philadelphia kindergarten school teacher was telling the little children all she knew about a clock. "Now, this," she said, "is the pendulum-this thing that swings back and forth. Did any of you ever hear the word pendulum before?"

A child put up her hand. "Yes, teacher," she said. "Pendulum Franklin. I've heard it often."

Providential.

Teacher—Now, I have explained what "providential" means, and I want some of you to give me an illustration.

Bright Boy-Please, ma'am, I can. "Very well. What is it?"
"The holes in a porous plaster."

"Hum! Why?" "When yeh pull th' plaster off th' holes don't hurt."

Scribbleton-Don't you think my new hovel contains much food for thought? Criticus-Yes, but it is wretchedly

Error of opinion may be tolerated where reason is left free to combat itCARTS IN SCOTLAND.

They Were a Cause of Wonder In the Eighteenth Century.

In Scotland at the beginning of the eighteenth century produce was car-ried in sacks on horseback or on siedges, or—later in the century—on tumbrels, which were sledges on "tum bling" wheels of solid wood with woodaxletrees, all revolving together These machines were often so small that in a narrow passage the carter could lift them bodily, for they held little more than a wheelbarrow. They had wheels a foot and a half in diameter. eter, made of three pieces of wood pinned together like a butter firkin and which quickly wore out and became utterly shapeless, so that a load of 600 pounds was enormous for the dwarfish animals to drag. Yet even such vehicles were triumphs of civili-zation when they came into use when

the century was young.

Carts are a later invention still, and when one, in 1723, first carried its tiny load of coals from East Klibride to when one, in 1723, first carried its tiny load of coals from East Kilbride to Cambusiang, "crowds of people," it is reported, "went to see the wonderful machine. They looked with surprise and returned with astonishment." In many parts of the lowlands they were not in ordinary use, even till 1760, while in the northern districts sledges or creeks on the backs of or creels on the backs of women were chiefly employed to the end of the century. The wretched condition of the roads was the chief cause of the reluctant adoption of carts.

In the driest weather the roads were unfit for carriages and in wet weather almost impassable, even for horses deep in ruts of mire, covered with stones, winding up heights and down hills to avoid swamps and bogs. was this precarious state of the roads which obliged judges to ride on circuit, and a practice began as a physic-al necessity was retained as a dignified habit, so that in 1744 Lord Dun re signed his judgeship because he was no longer able to "ride on circuit."— Scottish Review.



r Ap" "SPECIFIC SLOOD POISON" and all oic Discovers the no Account of Louise of Louise

LADES LAFRANCO'S COMPOUND. Safe, speedy regulator: 25 cents. Druggists or mail. Bookiet free. DP LAFP ANCO. Philadelphia, 12.



TRANSPORTATION GUIDE.

SEABOARD

AUDE RECEIPE RECOGNESS

SHORT LINE, TO TPRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA (AND MEXICO, REACHING THE CAPITADS OF SIX

Schedule in Effect July 2d, 1805. Route. | No. 41. | No. 33.

Lv Norfolk 9:00 a m | 8:24 p m

(via Ferry)	1	•	***	0.	64	P	m
Lv Portsmon	th	9:2	5 a	m	8:	50		-
Lv Suffolk .			4 a	m	9:	23	P	m
Ar Lewiston	N. C.	1:0			11111111	0000	-	-
Lv Weldon		111:5	5 a	m	11.	30	•	_
Lv riendersc	n	1 2 - 1	0 n	m	1.	40	P	m
Lv Raleigh		4.0	\mathbf{n}	177	3 .	25	-	***
Ar Southern	Pines	6.1	6 0	771	h.	20		m
Ar Wilming	ton				12:	45	p	m
Ar Charlotte		10:4	5 p	m	10:	00	a	m
Ly Columbia		110:1	5 p	-	6.	45		
Ly Columbia		12:3	0 a	m	10:	00	a	m
Ar Augusta		-	-	-	0.00	20		-
Ar Savanna		4 . 4	5 0	m	9.	20	ν	m
Ar Jacksonv	ille	8:6	5 a	m		50	P	m
Ar Tampa .		6.2	5 n	_	7.	35	-	
Lv Hamlet,	NC	10:1	5 P	-m	7:	20		
Ar Athens .	· · · · · ·	6-0	20	777		22		
Ar Atlanta	Josephi	7 4	n a	m		40	4	***
Ar Birmingh	am				9:	25	p	m
Ar Macon .				-		20		_
Ar Montgom	erv .	6.2	T. m	m		20		
Ar Mobile .		3.2	o p	-11		55	1	777
Ar New Orl	eans				7:	15		
Ar Chattano	OOFR	1.0	0 n	-	9.	05		-
Ar Nashville	- Bai	6:5	5 P	111	0.	40	17	411
Ar Memphis		8:4				45		
Janpais	CHARGE IN	1 9.4	UL	-11	1 3.	40	1,	111

Suffolk & Carolina R. R. train en route from Elizabeth City, N. C., and intermediate points arrive Portsmouth

intermediate points arrive Portsmouth 10:15 a. m., daily; returning leaves Portsmouth, 4:55 p. m., except Sunday. Sunday, 7:00 p. m. Connections at Jacksonville and Tampa for all Florida East Coasi Points, Cuba and Porto Rico.
Only line out of Norfolk operating through sleeper to Charlotte, N. C. No. 32 arrives at Portsmouth daily at 8:00 a. m.

at 8:00 a. m No. 38 arrives at Portsmouth daily

at 5:30 p. m.

at 5:30 p. m.

J. W. BROWN, Jr.,

Passenger 'Agent, cor. Main and Granby Sts., New Atlantic Hotel Bidg.,

Norfolk, Va.

TRANSPORTATION GUIDE.

SOUTHERN

Rallway.

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST. THROUGH PULLMAN CAR TO ASHEVILLE AND TO FLORIDA ASHEVILLE AND TO FLORID WITHOUT CHANGE OF TRAINS.

IN EFFECT JUNE, 18, 1905. Lv. Newport News | C. & O. Ry. | 7:40 a m | 5:35 p m Ar. Norfolk | 8:30 a m | 6:25 p m

Daily. Local for Suffolk Frauklin, Emporia, Danville and in-termediate stations. Close connec-tions made at Danville with fast through trains carrying Pullman sleeping cars and through coaches to

all points South and West, 30 a. m. Daily. Local to Clarks-ville, Oxford, Durham and interme-diate stations. Arrive Durham 6:35

p. m. 7:30 p. m. Daily. Fast Express train for all points South and West, carry-ing through Pullman sleeping car to Asheville. No change of trains to Knoxville, Chattanooga, Nashville and Memphis, Pullman car handled South of Danville on Florida Ex-press, providing in this way through service without change of trains to Columbia, Augusta, Savannah and Florida points. 30 p.m. Daily except Sunday, for

Durham and intermediate stations. Trains arrive Norfolk 8:35 a. m. and 5:35 p. m. City Ticket Office, 95 Granby street

(Monticello Hotel) W. W. CROXTON, Passenger Agent,
Norfolk, Va.
H. B. SPENCER, General Manager
W. H. TAYLOE, G. P. A.,

Merchants' and Miners' Transportation

Washington, D. C.

Co.'s Steampship Lines for Boston,
Providence and Baltimore.
Leave Newport News, via Norfolk
for Boston every Tuesday, Wednesday, Friday and Sunday. Leaves for Providence every Monday, Thursday and Saturday, sailing from Norfolk at

6:00 p. m. Leave Newport News for Baltimore daily, except Tuesday and Wednesday at 6 p. m., connecting for Washington, Philadelphia and New York.

Fare to Baltimore, one way \$3.00 round trip, \$5.00, including stateroom berth. Accommodations and cuisine unequalled. Freight and passengers taken for all

points North and South. Steamers leave Baltimore, foot of Long dock, daily, promptly at 6 p. m. Only line running a Sunday steamer

between Newport News and Baltimore.
For further information apply to
L. C. SAUNDERS, Agent,

Newport News, Va.
W. P. TURNER, G. P. A.
C. WHITNEY, A. D. STEBBINS,
2d V.-P. &T. M. Gen'l Mgr.
General Office, Baltimore, Md.

NORFOLK & WASHINGTON STEAM-SHIP COMPANY.

The new and powerful Iron Palace steamers Newport News, Washington and Norfolk will leave daily as fol-lows:

NORTHBOUND. Leave Portsmouth, foot of North street Leave Norfolk, foot of Wa-5:00 p m

ter street Leave Old Point Comfort..

*Daly, *Dally, except Sunday,
The trip down the historic Potomac
river and Chesapeake Bay on the elegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891,
and are fitted up in the most luxuriant
manner, with electric lights, call bell
and steam heat in each room. The tables are supplied with every delicacy

*Steamer Hampton will leave Pier A
daily, except Sunday, at 9 a. m. going
to Norfolk, and at 4 p. m. going to
Smithfield. Steamer Accounac
*Smithfield. Steamer Accounac
*Smith bles are supplied with every delicacy of the season from the markets of Washington and Norfolk. For tickets, reservation of staterooms and further information apply to IRWIN TUCKER, Ticket Agent, 2711 Washington Ave., Newport News, Va., or to D. J. CAL

NORFOLK EXPRESS.

PINE BEACH ROUTE.

IN EFFECT SEPTEMBER 25, 1905.

Leave Norfolk for Pine Beach and Newport News: 6:20, 7:30, 9:00.

10:30, 12:00, 1:30, 3:00, 4:30, 6:00, Cincinnati and Knoxville. Cafe Dining

7:30, 9:00.
Leave shipyard, Newport News, for Pine, Beach and Norfolk: 7;15, 8:45, 10:15, 11:45; 1:15, 2:45, 4:15, 5:45, 7:15, 8:45, 10:00.
Schedule cards of local cars at ticket

office, Atlantic street, Norfolk. GEO. W. HATCH, Supt.

H. H. CARR. Gen'l Man., Hampton, Va.

Clyde Steamship Co

Steamers to Philadelphia
MONDAY, THURSDAY AND
SATURDAY.
Sailing from Philadelphia
TUESDAY, THURSDAY AND SATURDAY.
Freight received and delivered daily
at C. & O. Pier No. 6. Office, River
Road.
JAS. W. McCARRICK,
Gen. Southern Agt.

W. P. CLYDE & CO., Gen'l Agts., 2 South Delaware Avenue, Philadel-phia, Pa.

TRANSPORTATION GUIDE

Cape Charles Philadelphia & Norfolk

Route Railway. Schedule Effective Mon., June 5, 1905.

	PRINCIPLE STREET	
NORTHBOUND.	*No. 94.	! No. 82.
Lv. Portsmouth	7:25 a m	5:30 pt
v. Norfolk	7:45 n m	6:15 pr
Lv. Old Point	8:40 a m	7:20 pr
Lv. Cape Charles	10:55 a m	9:25 pt
Ar. Wilmington	5:00 p m	4:15 a 1
Ar. Philadelphia	5:44 p m	5:10 a i
Ar. New York		

(West 23d St.) .. | 8:15 pm | 8:00 a m SOUTHBOUND. | *No. 89. | !No. 97.

(West 23d St.). Philadelphia. 10:16 a m | 11:05 p m 10:53 a m | 11:50 p m 4:40 p m | 5-43 p m 6:35 p m | 7:35 a m 8:00 p m | 8:45 a m 8:15 p m | 9:05 a m Lv. Wilnington . 10:16 a m 11:05 p m
Lv. Wilnington . 10:53 a m 11:50 p m
Lv. Cape Charles . 4:40 p m 5 43 p m
Lv. Old Poin . 6:35 p m 7:35 a m
Ar. Norfolk . . 8:00 p m 8:45 a m
Ar. Portsmouth . 8:15 p m 9:05 a m

*Trains 94 and 89 are daily except
Sunday.

Sunday.
!Trains 82 and 97 are daily Connection is made with all rall and water lines to and from Boston, Providence and all New England Points.

Pullman service on all through Tickets sold at C. & G. Ticket Office, at the Joint Ticket Office, at Old Point

and on the steamer R. M. COOKE, T. M.



hour and 30 minutes to Richmond. Schedule in Effect June 4, 1905, LEAVE NEWPORT NEWS:

LEAVE NEWPORT NEWS:

10 a. m., daily, Local to Richmond
Connects for Lynchburg, Lexington,
Va., New Castle and Clifton Forge,
except Sunday for Rosney and Esmont. Leaves Fort Monroe, 7:10 g. m.; Phoebus, 7:13 a. m.; Hampton,

0:10 a. m., daily, Fast train to Rich-0:10 a. m., daily, Fast train to Richmond (stopping only at Williamsburg), arrives Richmond 11:45 a. m., connecting with "St. Louis Special," leaving 2 p. m. with Pullman for Cincinnati, Indianapolis and Chicago; and Pullman service for St. Louis and Louisville. Cafe Parlor Car, Old Point to Ronceverte. Leaves Fort Menroe, 9:40 a. m.; Hampton, 9:48 a. a.

25 p. m., daily, Fast Train for Richard (stopping only at Williamsburg), arrives Richmond 7:00 p. m. 25 p. m., daily, Fast Train for Rich-Connecting with F. F. V., leaving 10:45 p. m., carrying Pullman Sleeper to Cincinnati and Louisville. Leaves Fort Monroe, 4:55 p. m.; Phoebus, 4:58 p. m., and Hampton, 5:03 p. m.,

5:03 p. m., dailq, stops at local stations on Peninsula, connects at Richmond with F. F. V. Limited.

RAINS ARRIVE FROM RICHMOND 9:50 a. m., daily; 10:30 a. m., daily; 10:30 p. m., daily, and 7:20 p. m.

daily.

Steamer Virginia leaves 7:40 a. m.,
daily; for Norfolk and Portsmouth;
10:35 a. m., daily, for Norfolk, and
5:35 p. m., daily, for Norfolk and
Portsmouth. Call on Mr. E. W. Robinson, Ticket Agent, Newport News, Va., for the lowest rates by any possible route to the West and Southwest.

W. O. WARTHEN, Dist Pass. Agt. H. W. FULLER, Gon Pass. Agt. 2C. E. DOYLE, General Manager.

ULD DOMINION LINE

NEWPORT NEWS AND RICHMOND. Steamers Brandon and Berkley leave Pier "A" 8:30 every evening, passengers only.

All business between Newport News, Norfolk, Smithfield and local points

Norfolk, Smithfield and local points transacted at Pier A, foot of Twenty-fifth street.

M. B. CROWELL, Gen. 'Agt. H. E. Walker, Vice-Pres. & Traf. Mgr.

N&WNorfolk&Western

car Roanoke to Williamson.
9:25 A. M.—OCEAN SHORE LIM-ITED—Arrives Richmond 11:40 a. m.

Connects at Petersburg for Roanoka and at Richmond (ex. Sun.) for Wash-

ington.
4:30 P. M.—RICHMOND LIMITED—
4:30 P. M.—RICHMOND LIMITED— Arrives Richmond 6:50 p. m. Connects for Washington. 7:40 P. M.—ST. LOUIS EXPRESS—

Sleepers to Lynchburg, Roanoke, Bristol and Roanoke to Columbur, Cafe Dining Car.
7:40 P.M.—NEW ORLEANS SHORT LINE—To the Southwest, Sleepers to New Orleans and Memphis. Cafe Dining Car.

ing Car.
Trains arrive Norfolk daily 9:10 a.
m., 11:20 a. m., 5:20 p. m. and 10:30 p.

Office, 171 Main St., Norfolk.

JOHN E. WAGNER,

Passenger Agent

Gen. Pass. Agt., Roanoke, Va.